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THE TENTH ANNUAL REGATTA.

The Astoria 10th annual regatta opens this morning. To the thousands of visitors within her gates Astoria extends most cordial welcome. These visitors have attended former regattas, have been well treated, and quite naturally are back again. Astoria will make as much effort to entertain them this year as was made in past years, and we are satisfied they will go away pleased with their week's outing. Visitors must remember that it is difficult in the extreme for a city of 15,000 to accommodate a large crowd. This is especially true in Astoria's case, for the reason that she is unable to accommodate her own inhabitants! So great has been the growth in population during the past two years that even the record building boom has not served to lessen the demand for homes. If some of Astoria's guests experience trouble in securing accommodations, they must attribute the circumstances to Astoria's unparalleled prosperity.

Eleven years ago the regatta was inaugurated. Primarily it was intended to "hold the fishermen." Hundreds of fishermen left the city immediately upon the close of the fishing season, taking with them many thousands of dollars earned here. This annual exodus operated to the disadvantage of the merchants, and the suggestion that a regatta be held met with popular approval. The first regatta was purely a local affair, except for the presence of a few Shoatwater bay yachts. However, the event was advertised to some extent by generous newspapers, and the outside attendance was surprisingly large. The managing committee made no particular effort to attract a large crowd to the city, but the coming of the regatta became known elsewhere over the state and hundreds visited the city during the water sports.

At first, perhaps, it was not fully realized that the regatta had filled a long-felt want. The committee was too modest—too timid—to dare hope the event would ever become of coast importance. But when the crowds flocked to the city the following year the popularity of the regatta became apparent, and since that time it has been recognized as the most successful event held in the Pacific northwest. Every year the attendance has been greater, and with each succeeding year the program of events has been the more elaborate. One year lack of interest resulted in lapse of the regatta. The lesson of that year is still fresh in the memory of the Astoria public, and since then there has been the most active interest in the carnival.

The 10th regatta has been arranged by George M. McBride, Charles W. Halderman and a committee of other young Astorians. These young men have unstintedly devoted their time and energy to the carnival and have worked hard to make it a success. Only those who have been actively engaged in undertakings of the kind can have proper appreciation of the enormity of such work. It is a hard, thankless task, and the men who assume the responsibility are real patriots.

The regatta is deserving of success. It is calculated to elevate interest in legitimate sport. It constitutes a delightful outing for interior residents—a week's vacation that any man may well enjoy. It brings together the best people in the northwest in the best city in the whole world. It is not a money-making scheme, but a whole-souled event of honest sport. It supplies a public demand for wholesome recreation, and annually brings sunshine to the lives of hard-working men and women. For the reasons here enumerated the regatta has been a success, and will become more successful as the years go by. Astoria will, in the future, be better able to care for her guests, and in the present emergency will do her best to accommodate them.

DECREASE OF SALMON SUPPLY.

United States Consul Dudley, at Vancouver, B. C., in a report to the department of state dated July 11, and printed in the daily consular reports received yesterday, points out the alarming decrease in the salmon runs of "Puget sound and Fraser river." At the time the report was made this season's run had not yet begun, says the Post-Intelligencer. As it has fallen short of last year's figures the cause for alarm is the more apparent. Consul Dudley reviews

the situation, carefully discussing conditions that are patent to any observer.

The British Columbia provincial commissioner has reported several times to his government that the depletion of the runs is due entirely to excessive fishing. Because of this, says the provincial commissioner, the two hatcheries on the river have been able to secure but 10 per cent of the eggs needed, and no fish have reached 75 per cent of the spawning beds of the Fraser. Some British Columbia authorities contend that the Fraser hatcheries are not advantageously situated and that the non-appearance of the fish at their most prolific spawning beds is due to the erections of a great barrier in the form of the Quesnelle dam. The report, however, does not touch upon these probable causes of the conditions named by Commissioner Babcock, but confines itself to a rehearsal of the "close season" discussion which came up in the joint meeting held by the salmon canners of Puget sound and Fraser river on July 7.

The principal feature of this discussion was the almost unanimous sentiment in favor of a graduated close season. The suggestion that met with the approval of the packers was somewhat after the following: To begin on Monday morning at the mouth of the strait, and continuing for 36 hours; the next 36 hours to cover a section 15 miles up the archipelago of San Juan; the next 36 hours to cover the coast of the gulf of Georgia for a distance of 15 miles to the reefs around Point Roberts and the mouth of the Fraser. This would permit a school of fish to pass unmolested and uninterrupted from the strait to the river and under the jurisdiction of British Columbia, with the design of having the provincial laws protest these salmon in the same manner from the mouth of the Fraser to its upper fishing limits.

That this plan met with favor was due to the fact that the canners all realize that a larger number of fish must escape the snares of the fishermen if a permanent and adequate supply of salmon is secured for propagating purposes.

THE ABSENCE OF MALICE.

The question of the effect of the presence or the absence of malice in actions for the recovery of damages has been recently adjudicated in a case before the high court of errors and appeals of England, resulting in a judgment of £57,700 sterling—the equivalent of \$285,000—against the Welsh Federation of Miners in favor of a number of colliery owners in South Wales.

In the collieries interested there were certain days known as "stop days," and the federation advised, and subsequently ordered, the miners to refuse to work on such days. The miners followed the suggestions and orders from headquarters, the owners alleged loss in consequence and the action for damages followed. On the trial it was shown that the owners had suffered severe losses because of the action of the federation. On the part of the federation it was shown that its officers believed the country was suffering from an overproduction of coal and that benefit would accrue to all parties immediately or eventually by the order from the federation.

The owners failed to prove malice, overt or otherwise, and the case was concluded on that state of fact. The court—Lord Justice Bingham, presiding—took the case from the jury, holding that, in the absence of malice, the owners could not recover, notwithstanding the fact that losses had accrued to them. It was further held that the officials of the federation had the right to give advice and to make suggestions, and that, malice being absent, neither the advice nor the order could be held to be the basis for an action for the recovery of damages. The high court of errors and appeals, however, reversed the judgment and directed the lower court to proceed to assess the damages at the amount proved—\$285,000—and to enter judgment for the costs.

The appellate court held that malice was not a necessary ingredient in the maintenance of the action. In its opinion if injury to the owners of the collieries had been the consequent result of the action of the federation it was liable in damages. The court said that the order was an interference with the legitimate right of the owners to operate their collieries in their own way, and to make reasonable regulations as to "stop days"—regulations which had been accepted by the miners as part of their contract of employment and hire.

The South Wales case differs from the celebrated Taft-Vale railway case, wherein damages were recovered by the company from a labor organization in the fact that the railway proved an absolute boycott, violent interference with the operations of the road and considerable destruction of property. The meaning of the South Wales case is simply that men will be held responsible for interference with the business of another, even where malice is not proved or violence is not alleged.

The electric burglar, who shocks his victims into insensibility under the pretense of showing them a new machine, is the latest novelty in crime fashions. But the good old-fashioned bunco man, with his hearty grip and his long memory for names, flourishes still.

Just as the democrats fused with the populists the grasshoppers struck Kansas. Verily, there is no rest for the weary farmer of the Sunflower state.



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